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IB - 123/65  
6 April 1965  
Copy # 1

MEMORANDUM FOR: Chief, Manufacturing and Services Division, ORR

ATTENTION : [REDACTED] 25X1A  
THROUGH : Chief, Requirements Branch, Reconnaissance Group, CGS  
FROM : Chief, Photographic Intelligence Division, CIA  
SUBJECT : Rail Line from Canton, China to Heng Yang, China.  
REFERENCES : (1) ORR Requirement No. C-RR4-81,760 Declass Review by NIMA/DOD  
(2) CIA/PID Project No. 30038-5

1. This memorandum is in response to the above referenced requirement calling for a study of the traffic on the rail line between Heng Yang and Canton (Kuang Chou), China using photography from [REDACTED]. Information was requested on the number of trains on the line by type, direction, location, speed (in kilometers) and the type and number of cars in each.

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2. This study was based on photography from [REDACTED] which provided coverage in two separate sections of approximately 80 per cent of the line. Though the flight paths of the two sections were different, the time span between them is inconsiderable and should not affect the study. See enclosure CIA/PID/IB-P-399/65 and CIA/PID/IB-P-400/65 for those portions of the line studied.

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3. The train observed are annotated on the above mentioned enclosures and are tabulated as to the requested information on the enclosed table.

4. The photo analyst assigned to this project was [REDACTED] who may be contacted on extension [REDACTED] should there be any questions regarding this study. This requirement is considered complete as of the date of this memorandum.

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Enclosures:  
2 Maps w/Overlays  
CIA/PID/IB-P-399/65 and P-400/65

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HENG YANG/CANTON, CHINA RAILROAD

TRAIN NO.	DIRECTION	TYPE	LOCOMOTIVES	NO. OF CARS	OPEN	CLOSED	TANK	PASS	SPEED (KPH)
1	South	Freight	1	38	6	32	0	0	54
2	North	Freight	1	32	23	9	0	0	0
3	South	Freight	1	42	12	30	0	0	40
4	North	Freight	1	35	22	14	0	0	57
5	South	Mixed	1	16	0	11	0	5	0
6	North	Freight	1	35	3	21	11	0	40
7	South	Freight	1	42	3	39	0	0	31
8	North	Freight	1	39	4	34	1	0	40
9	South	Freight	1	35	25	10	0	0	29
10	North	Freight	1	27	3	20	4	0	47
11	South	Passenger	1	13	0	0	0	13	0
12	North	Freight	1	46	5	36	5	0	30
13	North	Freight	1	20	9	9	2	0	3
14	South	Passenger	1	13	0	0	0	13	0
15	North	Freight	1	44	0	44	0	0	37
16	South	Freight	1	38	26	12	0	0	0
17	North	Freight	1	38	30	8	0	0	47
18	South	Freight	1	38	1	37	0	0	0
19	North	Freight	1	32	4	27	1	0	30
20	North	Freight	1	42	0	42	0	0	37
21	South	Freight	1	40	10	30	0	0	*
22	North	Freight	1	38	15	23	0	0	*
23	North	Freight	*	*	*	*	*	*	*
24	South	Passenger	*	*	*	*	*	*	*
25	North	Freight	*	*	*	*	*	*	*

\* Obliquity precludes accurate analysis

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